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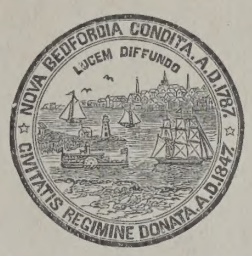

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PRESENTED BY

Francis B. Greene, Esq.

On board Ship Junior 1851

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by

Francis B. Greene Esq.

Capt. A. Mellen

Remarks of A. Whaling. Voyage
On board Ship Junior Commanded
By Archibald Mellen Jr Sailed July 21st 1857

Tuesday July 21st
First part thick fogg middle much the same
at 10 A.M. got undes weigh with the wind S.W.
latter part fresh breeze making short tacks
Working out of the bay so ends

Wednesday July 22nd
Commences with a fresh breeze from the S.W.
Ship working out in company with Ship
Young Phenix Lewis and the Barque Morning
Star at 6. P.M came to anchor in Pume Island
harbur in company with the M. Star. and the Y. Phenix
Middle part thick fogg and rainy at 7 A.M got undes
weigh and stood out to Sea in a thick fogg latter part
Clear with a light wind from the S.W. so Ens.
Lott No Obs

Thursday July 23rd
First fing at 1. P.M. discharged the pilot at 6.
P.M. Choose Watches. and boats crews. & Middle part
light breeze from the eastward heading westward at 3.
A.M tacked to the S.E. latter part fine the men
employed in getting the Boats redy for Whaling and
various others jobs so Ens
Latt 40 20 Lon 68
~~Lott 68 No~~ Obs.

Friday July 24th
First fine with a light winds from the S.W. heading
S.E. under all sail one ship in sight at 4. P.M.
Spoke the Josphes Gsannell of New York a pilot Boat
Middle part light winds from the S.E. heading to the
westward 2 sails in sight latter part at 4 A.M tacked
ship heading to the Eastward under all sail weather fine
crew employed in getting the Boats redy for Whales
and various jobs about the Ship
Latt 40.20. N
Long 68.50 W.

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Remarks of a Whaling Voyage

Saturday July 25th

First part fine with a strong breeze from the S. heading E.S.E. by the wind Middle part fresh breeze from the S heading E.S.E. latter part at 8 A.M. saw Black fish. Hoves and got one to the ship 8 P.M. breeze and squally with rain employed about ship &c.

Latt 38°10 N.
Long 66.28 W

Sunday July 27th

First part fine with a light breeze from the S.W heading S.E. Middle part strong wind from the S.W heading S.E.E latter part much the same

Latt 38.06 N
Long 64.53 W.

Monday July 28th

First part fine with a light breeze from the S.S.W. heading S.E. Middle part calm latter part light breeze from the S.W. employed in fitting ship &c &c

Latt 37 58 N
Long 63,06 W

Tuesday July 29th

First part fine with a light breeze from the South heading E.S.E. one sail in sight Middle part fresh breeze from the S heading E.S.E. latter part strong wind heading E.S.E. by the wind under all sail a brig in sight steering to the southward

Latt 36 45 N
Long 61,26 W.

Wednesday July 30th

First part fine with a strong breeze from the S heading E.S.E. a Brig in sight Middle fresh wind from the S heading E.S.E. latter much the same employ fitting ship and various jobs about the ship

Latt 35 02 N
Long 60 23 W.

Thursday July 31st

First part fine with a light breeze from the S.W heading S.E. at Sun set shorten sail Middle light winds from the S.W. heading S.S.E by the wind latter part at Sun rise made all sail heading S.E. employed about Ship Duty &c &c

Latt 34 40 N
Long 58 24 W

On board of Ship Jessie 1857

Friday August 1st

First part fine with light breeze from the S.W. heading E.S.E. at Sun set shorten sail fore the Night Middle part fresh breeze from the Westward heading S.S.E by the wind at Sun rise made all sail latter part strong wind with light squls and rain from the W. heading E.S.E.
2 Sails one Starboard beam and ahead So Ens employed about Ship

Latt 34° 10' N
Long 56° 06' W

Saturday August 2nd

First part fine weather light breeze from the W.N.W. heading E.S.E. 2 sails in sight Middle part fine with a light wind from the Westward heading E by S. at Sun rise made all sail 2 Sails in sight of the Starboard Bow latter part fine with a light breeze from the S.W. Steering E by by S. 2 Sails in sight of the S. Bow

Latt 34° 15' N
Long 54° 32' W.

Sunday August 3rd

First part fine with a light wind from the S.W. Steering E.S.E. one sail of the Starboard bow at 9 P.M. Saw White Water of the port beam bore to and saw no more of it so steered E.S.E. at Sun set Spotten sail fore the Night Middle part fine weather with a light wind latter part at sunrise made all sail at 6 A.M saw a brigentin of the lee Beam she set her Sengsel and biffed by the wind so we set ours and run down towards her exchanged Long her was 51 50 W. ours was 53.50. W she was a Brygentin Tabullah of Baltimore under all sail steering E.S.E at 9 A.M we head a squil from the S.W. with rain at 10 A.M it cleared up fine employed in various jobs about the Ship So ens

Latt 34 03 N
Long 52.02 W

Remarks of a Whaling Voyage

Monday August 2 th. 1.st

First part fine with a frish breeze from th S.W. Steering E.S.E Big Tabullah of Sharisaed been
× Steering E.S.E. at 3 P.M saw gumpeers gumping at Sunset shorten sail Weather fine with a frish Breeze from th. S.W. Middle part the Same latter part frish breeze from th. S.W. Steering E.S.E. at sunrise made all Sail at 10 A.M saw porpesses round th bows employed in various gobs about th Ship sailens

Lat 34 62. N
Long no obs

Tuesday August 3.d

These 24 hours commences with strong Winds from th S.W. Steering E.S.E at Sunset Shorten Sail, stand
× S.W. at 8 P.M. saw a brick 3. times and saw no more of it

Middle part fine with a frish breeze from the S.W. Steering by th Ship at Sunrise made all Sail and keeped E.E.S.E latter fine with a frish breeze from th. S.W. Steering E. employed Braking out foreward between Decks and various gobs about th Ship

Lat. 33.38 N
Long 46.28. W.

Wednesday August 5.th

First part fine weather and a strong breeze from th Westward Steering E. at Sunset shorten Sail for th Night Middle part th Same latter part fine weather and a frish breeze from th W Steering E. Sine

Thursday August 6 th

First part fine with a frish breeze from th N.W Steering E.N.E Middle part strong wind from th N. Steering N.E. latter part strong breeze from N.E.E Steering E.N.E employed in various gobs about th Ship Sailens.

Lat 34. 47 N
Long 45. 11. W.

Friday August 7 th

First part fine with light wind from th. N.E. steering E. by N. at 3 P.M saw a big beating to windward short tacks at 6 saw Mirlles Middle part laying under sail heading E.N.E. latter part fine employed in fitting th mane stay and various gobs about th Ship

Lat 34 56
Long 43. 0.8

On board the Ship [illegible] 1857

Monday August 7th

First part fine weather and cat employed [illegible]

[illegible]

[illegible] 11

[illegible] 1

[illegible] fresh light breeze from the S.W. [illegible]
leading N.E. employed in bitting rigging &c &c

Lat 35. 30 N.

[illegible] 44 26 W

Sunday August 9th

[illegible] of these 24 hours commences with fine weather
[illegible] light breeze from the N.W. [illegible] at 1
[illegible] minutes visible [illegible]

[illegible]

[illegible] 36 W.

Long 42 06 W.

Monday August 10th.

First part [illegible] Winds with rain squalls from the S.W. [illegible]
[illegible] 2 sail one on the Larboard Quarter and one [illegible]
Middle part light wind and cloudy weather at
[illegible] last calm at 11. The N. [illegible] up [illegible]
[illegible] E.N.E. employed in [illegible] &c &c

Lat 37. 30. N.

Long 40. 56. W.

Tuesday August 11th

First part of these 24 hours commences with light [illegible]
[illegible] S.W. steering E. under all sail one sail in sight
[illegible] bow heading E. [illegible] Middle part strong
[illegible] from the Westward steering E. under all sail
latter part cloudy and strong winds from the S.W. steering
E. [illegible] Mizzen topsail abaft [illegible] watch
[illegible] on ship duty.

Lat 38. 55 N

Long 37. 29 W.

Wednesday 12 August 12th

[illegible] cloudy and strong winds from the S.W. steering
[illegible] middle part cloudy with strong winds and rain squalls [illegible]
[illegible] E.S.E. [illegible]
[illegible] North at 10 took in [illegible] sails
[illegible]

[illegible] 9. 47 W

Journal of a Whaling Voyage

Thursday August 13th

First part of these 24 hours commences with strong [illegible]

one sail in sight at the breaks beam Middle part reams [illegible]
light winds from the N.E. steering S.E.E. at 10 P.M. hoist [illegible]

[illegible] and 3 sails in sight employed in breaking out [illegible]
Lat 38 4 61 N
Long 32 17 W

Friday August 14th

[illegible] 24 hours commences with light [illegible]
calms rackles Winds 3 ships in sight at 4 P.M. [illegible]
Bark Natilus of Nantucket [illegible] 25 miles [illegible]
[illegible]
at daylight [illegible] about 25 miles [illegible]
[illegible] at 4 P.M. [illegible]
[illegible] Jesus at 4 P.M. [illegible]
Bark Nautilus Merrick [illegible]

Saturday [illegible]

First part commences with fine Weather and [illegible]
[illegible] Stars low Royal in company [illegible]
Middle part light Winds from the S.E. [illegible]
[illegible] 10 P.M. Bark Nautilus lower [illegible]
and French a large Spanish Brig [illegible]
[illegible]

[illegible]

On trail to Maji Genna 1.30 P.

Sunday, August 16th

[illegible] 24 hours commencing [illegible]
at Genna about 11 o'clock [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Monday, [illegible]

[illegible] Sow

[illegible] Middle part

Calm [illegible] Island of Flowers bearing West

2 [illegible] Island of Flowers bearing West

[illegible] 15 [illegible] 2 is [illegible] Bakers [illegible]

[illegible] plenty of Sampeas 10 A[illegible]

[illegible] Buck Smelled in fishing [illegible]

Tuesday Aug. 18th

[illegible] at fine weather the Island of Flowers bearing [illegible]

[illegible] Middle part West

N.W. breaking up for Flowers Lartes part light wind heading for the Island of Flowers at 7 o'clock A. [illegible] on

[illegible]

[illegible] oil and Bark Excel. clean & dark Ceeola 75 [illegible] oil

Remarks on a whaling voyage

Wednesday Aug. 18th

Spun Whales & times once
with Middle part Light Winds from the West
the Island of Flores at Sette Hart at 6 h
onshore and Sent of 64 Barrels of
onions at 11 A M capt came of St Joseph
one men of ware and five Sails off the Island for

Thursday Aug. 20th

First part of these 24 hours commences with
light winds from the N.E. at 1 P M the cap
x Flores with Boats ashore and Sent of a barrel of 50
& one quarter of Beef. 3 Sails laying off & on at 4 cap
and Leaders of
Alen with 180 Bbls of sperm oil
Middle part light wind
with fore Sail & main sail
light breeze from the S.W. Steering
light breeze in pass Fayal
of Fayal plenty of

Friday Aug. 21. 4

First part fine weather and a light wind
E. fore Fayal 3 Sails in sight Middle part
from the W.S.W. laying of Fayal at
lowing at 6 on Sails part airs with
lowing of 8 on capt on shore with one Boat

On board a Ship Journey . 1 . 51

Saturday August 22d

First part of these 24 hours commences with some Wind [illegible] and squally laying off & on with the Wind from the West at [illegible] South and made all Sail [illegible] signals from the N. Steering South latter part strong Wind from the N. Steering South under all Sail 2. Sails [illegible] leaving the Eastward employed in filling Bending Sails gear

Lat 36.25 S
Long 26.41 W

Sunday August 23d

First part strong wind from the North leaving down at 3 P.M. the Wind shifted to the N.E. latter part of Middle part [illegible] strong from the S.E. steering S. under all Sail latter part light Wind from the N.E. heading S. one Sail & the weather beam [illegible] to the Eastward

Lat 34 07. S.
Long 26.55 W

Monday August 24th

First fine weather and light Winds from the East S.E. heading S. Middle part calm and cloudy at 10 AM a light breeze springing up from the S.W. heading S.E. [illegible] all sail cloudy weather and light squalls at 8 AM [illegible] at 10 AM [illegible] at sail [illegible] at Middle [illegible] employed [illegible] gear

Lat 23.35 S.
Long [illegible]

Tuesday August 25th

Remarks on a Whaling Voyage

Tuesday August 25th

First part commences with [illegible] upon the S.W. heading [illegible] pole in the main sail & gibb at com[illegible]

[illegible] Middle part wind N.N.W. [illegible] N.N.W. cleared up but strong wind on hand [illegible] Square the yards at 11 P.M. made all sail steering E.S.E. [illegible] at more moderate at 8 A.M. saw 2 sails steering East at 11 A.M. set fore topmast studding sail steering E.S.E. Wind from the N.W. employed in fitting studding sail rigging

Lat 31 [illegible] N
Long 25 [illegible] W.

Wednesday August 26th

[illegible] under all sail at 3 P.M. set the lowes[illegible] at 4 P.M. found the Bowsprit to in bad condition [illegible] extending about [illegible] through and sprung in two otheres places [illegible] at 7 [illegible] sea from the N.W. Middle part [illegible] wind from the N.W. steering S.S.E. [illegible] the fore mast we found it to be as bad as [illegible]

Lat. [illegible]
Long [illegible]

Thursday August 27th

First part of these 24 hours commences with moderate wind from the N.W. steering S.S.W [illegible] fishing the bowsprite & fore mast Middle part [illegible] Wind from the N.W and clear weather steering [illegible] under all sail Latter part fine weather and light [illegible] the N.W. steering S.S.E. employed [illegible] the bowsprit and fore mast and [illegible] fore Wales &c. &c.

Lat. 26-27 N
Long. 25-24 W.

On board a Ship Junior 1851

Friday August 28th

[illegible] Northward and fine clear weather employed [illegible]
[illegible] till [illegible]
[illegible] breezes up strong steering S under all sail
[illegible] in overhauling Stables

Lat 24.18 N
Long 24.48 W.

Saturday Aug 29th

[illegible] fine weather [illegible]
[illegible] fore mast [illegible]
[illegible] Spanish man of war [illegible]
South at 11 AM took in the Stay and fore
[illegible] sails and mizen gaffsail and
in getting rigging

Lat 21.08 N
Long 23.57 W.

Sunday Aug 30th

Commences with strong N E winds from the N E steering
[illegible]
middle part strong wind from the N E steering S by E
at 1 AM took in the main sail and reefed the fore
[illegible] topsails Latter part the same at 11 AM
[illegible]

Lat [illegible]
Long [illegible]

Monday [illegible]

[illegible] Winds blowing S by E at 1 PM set the fore topsail
[illegible]

[illegible] 15.[illegible]
Long 21.11.W

Tuesday Sept 1.

First part of this month commences with light N E [illegible]
[illegible] gentle breezes Middle part light winds and calms [illegible]
light squalls with some thunder at 8 o'clock [illegible]
[illegible] 4 Boats without [illegible] employed in [illegible] up [illegible]
[illegible] rigging

Lat 14 42 N
Long 21 02 W

Remains of Madeline Tyrrell

Sunday [illegible]

First part of these 24 hours commenced with [illegible] employed in setting up the foresail [illegible] light winds from the Eastward with [illegible]

Thursday [illegible]

[illegible] speaking yet by [illegible] light [illegible] by the wind [illegible] one French [illegible]

Friday [illegible]

First part of these 24 hours commenced with [illegible] and light winds from the S.E. [illegible] on [illegible] at half past [illegible] from the S.E. [illegible] with [illegible] at 9 [illegible] Buoy [illegible] employed in [illegible] Last [illegible]

Saturday [illegible]

First part [illegible] 24 hours commencing with light winds and [illegible] [illegible] employed [illegible]

Sunday [illegible]

[illegible] Ship Gunner 1851

[illegible]

[illegible]

at [illegible] Saw Lights heading [illegible]

[illegible]

at 7 [illegible] Lat [illegible]

at 6 made all sail Long 56.0

Long 18.18.0

Tuesday Sept 8th

First part calm [illegible] light airs [illegible]

Middle first calm main & fore sail [illegible]

light [illegible] from [illegible] at [illegible]

[illegible] South [illegible]

[illegible] Long 18.00 [illegible]

Wednesday Sept 9.

First part of these 24 hours commences with [illegible]

breakes and light breezes from the Westward [illegible]

Middle part light airs & calm [illegible]

Latter part fresh breezes from the W at 7 [illegible]

topmast studding sail [illegible] at [illegible]

hand pumps to the Southward [illegible]

[illegible] Knots [illegible] No Obs

Thursday Sept 10th

First part of these 24 hours commences with calm [illegible]

[illegible] heading [illegible]

Middle part calms & samp[illegible] latter [illegible] were taken in light sails heading [illegible]

[illegible]

Friday Sept 11th

[illegible]

Middle part calms latter part light [illegible]

[illegible] Westward at 11 [illegible]

heading [illegible]

at 9 [illegible] up [illegible]

[illegible] at 12 [illegible]

[illegible] the Eastward [illegible]

Lat 0x.50.0

Long 15.50.0

Remarks [illegible]

Saturday [illegible]

First part [illegible]

Eastward [illegible] of the Starboard [illegible] weather part
to Eastward Middle part [illegible] & [illegible]
[illegible] Southward [illegible] Westward
calm much in same [illegible] Lat 04 15 [illegible]
Long 14 15 [illegible]

Sunday Sept 13th

This p[illegible]
light breeze from the Southward
Eastward at 6 P.M. [illegible]
the Westward Middle part [illegible]
[illegible] moderate from the Southward and
Westward under all Sail one Sail of the [illegible]

Monday Sept 14th

These 24 hours commence with fresh winds
South & Westward heading West by S. 3 Sail
Middle part much the same latter part [illegible]
from the S & Westward heading the Westward [illegible]
at said est 1 Ship of the Leeward [illegible]
Westward employed in fitting rigging [illegible]

Tuesday [illegible]

First part strong winds fr[illegible]
[illegible] Middle part [illegible]
Colony winds [illegible]
[illegible] hauched big mast with 2 [illegible]
[illegible] 1 mackant bark heading [illegible]

Wednesday Sept 16 [illegible]

First part light [illegible]
Middle part fresh breezes [illegible]
latter part [illegible] breezes
[illegible] weather [illegible]
employed in fitting rigging

Thursday Sept 17th

First part strong [illegible] breezes [illegible]
[illegible] winds [illegible]
[illegible] breezes heading [illegible]
employed in [illegible] out fresh water [illegible]

[illegible] 1857.

Friday [illegible]

[illegible] Lat 14.44 [illegible]
Long 24.[illegible]

Saturday Sept. 19th

First part commencing with light E. breeze [illegible] latter part [illegible] at 8 A.M. [illegible] Westward

[illegible]

Sunday Sept 20th

First part [illegible] E. breeze [illegible] E. [illegible] latter part [illegible] heading S.W. Westward at 8 A.M. [illegible] beam-heading to the Eastward

Lat. 9.57 S
Long 26.48 W

Monday Sept. 21st

This day commences with light E. breeze winds heading [illegible] & Westward middle part light airs latter part fresh breeze from the E. heading [illegible] employed filling Casks

Lat 12.24 S
Long 27.45 W

Tuesday Sept. 22. 1857

First at [illegible] 24 [illegible] winds heading [illegible] at 5 A.M. [illegible] a reach [illegible] middle part [illegible] E. breeze heading [illegible] latter part [illegible] E. breeze heading [illegible] at [illegible] the light airs employed in [illegible]

Long 25.52 W
Lat 15.28 S

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Remarks on a Whaling Voyage

Wednesday Sept 23rd

First part of the 24 hours commences with [illegible]
winds at 8 P.M. [illegible]
[illegible]
[illegible] Clear to the eastward, latter part Cloudy
[illegible] Strong breezes rain

Thursday [illegible] 24th

[illegible]
[illegible] to
the wind at 10 P.M. took in main sail
[illegible] in various jobs about the ship

Friday [illegible] 25th

[illegible] commences
E.N.E. winds freshing at 1 P.M. [illegible]
sails at [illegible] Saw the Island of [illegible]
[illegible] Musicale
[illegible] E. [illegible]
light E.E. wind at [illegible]
heads saw one Bo[illegible]
[illegible]

On board the Ship Gunner 1851

Saturday [illegible] 26th

[illegible] 4 [illegible] middle part calm a [illegible]
[illegible] 8 [illegible]
[illegible] last calm a clear [illegible]
[illegible]

Lat 2° 3' [illegible]
Long 4[illegible] [illegible]

Sunday Sept 27th

[illegible] 24 hours commences with light [illegible]
[illegible] Blows [illegible]
[illegible] from N.E. & E.N.E. [illegible]
[illegible] the wind hauled to the Westward
[illegible] under all sail no obs.

Monday Sept 28th

First part of this 24 hours commences with strong [illegible]
heading S.E. by E. rapid middle part strong
heading S.E. by E. latter part strong South
[illegible] 6 [illegible] and a clear [illegible]
[illegible] light sails employed in fitting rigging Lat 24.44 S
Long 25.07 W.

Tuesday [illegible] 29th

First part of this 24 hours commences with strong south
winds heading to the Eastward tack under topsails
and courses middle part strong wind from [illegible] south
latter part strong winds heading S.E. & E. one sail off
[illegible] Lat 2[illegible] 06
Long 29.05 W.

Wednesday Sept 30th

First part of these 24 hours commences with strong
wind from the Southward heading to the Eastward
[illegible] reefed topsails middle part more
moderate set hole topsails latter part at 6 [illegible] tack
[illegible] heading to the Westward strong [illegible] winds [illegible]
[illegible] & Westward employed in scaling [illegible]
men and about the ship

Lat 24.44 S
Long 25 20 W

[illegible] Log

Thursday October 1st

The first of these 24 hours commences with strong wind from the South and heading to the Eastward at 2 P.M. the Ship heading to the Westward middle part strong wind from the South heading to the Westward [illegible]

Lat 25.35 S
Long 23.[illegible]

Friday Oct. 2nd

First part strong winds from the Southward heading to the Westward middle part strong [illegible] coming South heading to the Westward at 2 A.M. the Ship heading to the Eastward latter part strong [illegible] from the E & Westward at 9 A.M. doubled reefed the Sails Weather Squally

Lat. 26.17 S
Long 22.41 [illegible]

Saturday Oct. 3rd

First part strong winds from [illegible] heading to the Eastward [illegible] latter [illegible] gale from the E.S.E. heading Eastward at [illegible] the fifth

Lat
Lon

Sunday Oct 4th

First part of these 24 hours commences with a fresh gale from the E.S.E. heading [illegible] reefed in the main Sail Weather squally [illegible] middle & latter part have rain Squalls from [illegible] the main sail [illegible] set again

Monday Oct 5th

First part of these 24 hours commences with a [illegible]

Weather attended with rain middle part much same latter part a 6 inch set hole taken [illegible] gallen sail weather squally & strong winds from the E.S.E.

Lat 28.48 S
Long 20.55.71

Journal of a voyage commencing 1857.

Tuesday Oct. 6th

First part of these 24 hours commences with [illegible] gallant sails [illegible] the heading [illegible]

Lat 30.00 S
Long 20.53 W

Wednesday Oct. 7th

First part of these 24 hours commences [illegible]

Lat [illegible]
Long 12.07 [illegible]

Thursday Oct. 8th

These 24 hours commences with [illegible] heading [illegible] Middle part light airs [illegible] heading to the S & Eastward latter part light [illegible] Eastward heading [illegible] fine weather employed in various jobs about the Ship

Lat 33.05 S
Long 15.04 W

Friday Oct. 9th

First part of these 24 hours commences with light [illegible] from the S.W. heading S.E. by E. middle part [illegible] heading S.S.E. latter part light [illegible] south gained heading to the S & Eastward at [illegible]

Lat [illegible]
Lat 32.55
Long 13.55 [illegible]

Saturday Oct. 10th

[illegible] employed in filling, cutting [illegible] washing out for water out of the [illegible]

Lat 33 05 S
Long 13.55 [illegible]

Remarks on a Whaling Voyage

Sunday Oct [illegible]

[illegible]
and steady [illegible]
offering our prow to the N.E.
middle part light breeze from [illegible] and
[illegible]

Monday Oct 12th

First part of these 24 hours commences with [illegible]
Ships steering Eastly and middle part [illegible]
light blanding to the Eastward exchanged signals [illegible]
a dark Sweedish flag a 10 A.M. Sachem Ship [illegible]
to the westward

Lat 25.[illegible]
Long [illegible]

Tuesday Oct 13th

First part of these 24 hours commences with light [illegible]
[illegible] field [illegible]
North latter part at day light made [illegible]
Fitandacunna [illegible]

Wednesday Oct 14th

First part of these 24 hours commences [illegible]
Northly winds at 1 P.M. cast [illegible] with
the Boate at 6 P.M. come on board [illegible]
[illegible]
[illegible] with gain [illegible]
the North steering E by S. at 10 [illegible]

Lat 36.[illegible]
[illegible]

got 150 fishes
[illegible]

On board of Ship [illegible]

[illegible] Monday Oct 15th

[illegible] 24 hours commences with a strong winds from the North Steering E by S at 1 P.M. [illegible] Sails Middle part [illegible] [illegible] at 8 P.M. Cased away [illegible] expenses gas

Lat 36.08 S
Long 04.23 W.

Friday Oct 16th

[illegible] 24 hours commences [illegible] N.E. Winds Steering S.E. at Sun Set took in all but dobble reefed main topsail & fore sail middle part [illegible] dobble reefed topsails Saw one sail steering Eastward at 8 P.M. set [illegible] topsails strong [illegible] winds Squally Weather [illegible] employed Sewing [illegible] expenses gas

Lat 00..

Saturday Oct 17th

[illegible] 24 hours commences [illegible] [illegible] the night for we are on [illegible] [illegible] Middle part light breezes [illegible] from the Eastward [illegible]

Lat 36.25 S
Long 02.04 W.

Sunday Oct 18th

[illegible] 24 hours commences [illegible] [illegible] Saw one sail steering Westward as [illegible]

Lat 36.24 S
No obs

Remarks of a Whaling Voyage

Monday Oct 11

[illegible] wind [illegible] with [illegible] a [illegible] a day [illegible] ward at Sunset Shorten sail fresh gale from North Middle part raining Latter part fresh with strong breeze from the N at day double reefed topsails Steering East

Tuesday Oct 12th

First part of these 24 hours commences with fogg and rain strong breeze from the North Steering by [illegible] middle part foggy weather and rain latter part the wind hauled to the Westward at 6 A.M. set all sail Steering E by S [illegible] foggy with the rain finebacks in sight [illegible]

First Wednesday Oct 21st

First part of these 24 hours commences [illegible] middle part strong Westly winds steering E by S latter part strong Westly wind steering E a day light set all sail except main topgallent sail a watch night [illegible] to the S & Eastward So Ens

Lat [illegible]
Long [illegible]

Thursday Oct 22d

First part of these 24 hours commences [illegible] at [illegible] at 8 AM took in lower studding sails latter part strong gale from Westward steering E S E at [illegible] the studding sails & gallent sails weather squally & the wind hauling Southerly and breezing on employed in repairing the lower studding sail

On board a ship Junior 1857

Sunday Oct 23 th

First part of these 24 hours commences with a light gale from the S W middle part more moderate set all sail latter part of do I was on the south reading E S E by compass fine weather and heavy sea

Lat 35 05 S
Long 11 48 E

Saturday Oct 24 th

First part of these 24 hours commences with light South winds heading E S E at 12 a strong breeze from the South heading E S E at 6 A M took in the light sails weather clear at 10 1/2 saw a porpes so

Lat 34 24 S
Long 13 34 E

Sunday Oct 25 th

First part of these 24 hours commences with S to S S E winds heading E by S middle part strong from the South took in the light sails latter part strong winds hauling westerly at 10 set the main sail and sail weather fine with a long head beat sea heading S S E

Lat 34 14 S
Long 15 20 E

Monday Oct 26 th

First part of these 24 hours commences with strong winds from the S S W westward heading S S E at 9 P M set sail [illegible] 4 A M upon with Bar [illegible] Lario [illegible] and exchanged long. 15.32 E. 15.26 E. at 6 P M spoke an English Merchant Bark from Warwick Dau [illegible] strong breeze from S W heavy S S E latter part light and fair at 7 dm took in [illegible] from the southward heading [illegible]

Lat 35 10 S
Long 18 00 E

Remarks on a Whaling Voyage

Tuesday Oct 27th

First part of these 24 hours commences with [illegible] winds heading in to the Eastward [illegible] at 8 [illegible] heading to the S.E. at 9 [illegible] ship heading to the Northward [illegible] past raining in squalls took in the [illegible] sails shaped course & 60 fms [illegible]

Wednesday Oct. 28th

First part of these 24 hours commences [illegible] wind heading to the westward [illegible] at 4 [illegible] heading S.E. & N. but [illegible] various times [illegible] past [illegible] employed in bowling out [illegible] at 6 [illegible]

Thursday Oct. 28th

First part of these 24 hours commences with [illegible] and a light breeze from the Southward at 2 [illegible] hauled Ship heading S.S.E. middle part [illegible] from the Northward [illegible] calm employed in filling sails [illegible] found the Greenling coming [illegible]

Friday Oct 30th

First part of these 24 hours commences [illegible] weather and calms and a heavy swell [illegible] middle part light winds from the Eastward [illegible] at 6 [illegible] hauled heading to the Westward [illegible]

On board of [illegible] Gunner [illegible]

Wednesday [illegible]

First part of these 24 hours commences [illegible] with the wind at [illegible] Middle part calm [illegible] Isabella Reef [illegible] 98 days out [illegible] capt [illegible] cleaning [illegible]

Lat [illegible]
Long [illegible]

Sunday November 1st

First part of these 24 hours commences with light winds [illegible] Middle part [illegible] the Westward [illegible] Lat 38.18 S
Long 21.12 E

Monday Nov 2nd

First part of these 24 hours commences with a [illegible] Middle part [illegible] Strong Winds and [illegible] took in the flying gibb and mizen gallant sail [illegible] all sail 2 Ships in sight of each other [illegible]

Lat 37.50
Long 25.40

Tuesday Nov 3rd

First part of these 24 hours commences with light winds from the South heading to the Southward Middle part light Winds from the S.E. at 2 [illegible] light Winds from the S.E. heading to the Westward

Lat 37.57 S
No obs.

Remarks of a Whaling voyage

Wednesday [illegible]

First part of these 24. hours commences w[illegible] light winds from the Southward heading on [illegible] Westward back middle part much the same [illegible] calm [illegible] in quarter [illegible]

Lat 38.54 S
Long 26.17 E

Thursday November 5th

First part of these 24. hours commences with fine weather and calm Middle part calm [illegible] light [illegible] E. [illegible] light

Lat [illegible]
Long 21.5 [illegible]

Friday [illegible] 6

First part of these 24 hours commences with fine weather and a light breeze from [illegible] Wearing S.E by E. at 1 P.M. Saw 2 [illegible] Whales lower 4 boats and Struck [illegible] Larboard Boat and disowned from her [illegible] 9 P.M. Saw 2 [illegible] Sperm quack to the [illegible] Lowered 3 boats but without success M.L. [illegible] Strong Wind from the N.W at Sunset took in [illegible] Sail and hove to for the Night heading [illegible] at 12. Wore ship heading to the Eastward Latter [illegible] Wind from the N.W. at day light Set all sail [illegible] S.E by E.

Lat 39.11 S
Long 29.11 E

Saturday Nov 7th

First part of these 24 hours commences with strong N.W. winds Steering E.S.E under all [illegible] Middle part Strong N.W. Wind and a hollow [illegible] Steering E.S.E [illegible] at 8 [illegible] the N.W. Strong E.S.E at 8 [illegible] bent a New gaff [illegible] Standing sail Go on

Lat 39.08 S
Long [illegible]

On board of Shen junior 1851

Sunday November 8th

1st part of these 24 hours commences with [illegible] winds blowing [illegible] E. & E.
Middle part the wind died away to a calm
a heavy dead swell from the S.W. latter
part calm at 8 AM saw 2 Right Whales
[illegible] quick to the Westward [illegible] 4 Boats
[illegible]

Lat 38.10 S
Long 24.51 E

Monday Nov 8th

First part of these 24 hours commences with
a light breeze from the north steering S. & by E
Middle part light winds latter part strong
winds from the N.W. hauling westly at noon
saw a large ship [illegible] in the [illegible]
reefed topsails employed in fitting fore & mizen
royals sails closet

Lat 38.35 S
Long 38.22 E

Tuesday Nov. 10th

First part of these 24 hours commences with
strong winds from the Westward steering S.E.
Middle part strong winds from the Westward. a
[illegible] latter part strong winds and a heavy sea
from the Westward steering S.E. by S employed in [illegible]
a main topmast stay sail

Lat 38.30 S
Long 42.55 E

Wednesday Nov 11th

First part of these 24 hours commences with
[illegible] winds [illegible]
[illegible] away [illegible]
Middle part light winds & calms latter part calm
Saw a sail of the larboard bow at 8 AM
[illegible] the fore topsail and [illegible] it at 11
[illegible] the foretopsail [illegible]

Lat 38.38 S
Long 44.03 E

Remarks on a Whaling Voyage

Thursday November 12th

First part of these 24 hours commences with [illegible] at daylight saw a whalers of the Starboard beam steering to the Eastward under all sail

Friday Nov 13th

First part of these 24 hours commences with [illegible] winds [illegible] at 6 P.M. lent it and set it middle part moderate winds [illegible] at 8 A.M. the wind [illegible] to the S.W. breezed round the yards [illegible] at 11 A.M. cleared up in [illegible]

long 50.10

Saturday Nov 14th

First part of these 24 hours commences with light winds from [illegible] the wind middle part calm [illegible] at 6 P.M. a light breeze from the N.[illegible] fine weather employed about the [illegible]

lat 57.0

Sunday Nov 15

First part of these 24 hours commences with fine weather & a light breeze [illegible] Steam E by S middle part [illegible] North Steam [illegible] part strong winds from the [illegible] E by E the [illegible] at daylight saw [illegible] seems to the Eastward [illegible] cloudy weather and light [illegible]

lat 58.10

On board of Ship Junior 1857

Monday November 16th

First part of these 24 hours commences with [illegible] Northerly winds and a [illegible] [illegible] [illegible] and [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] and Split the fore topsail latter part [illegible] winds and [illegible] [illegible] [illegible] Weather So Ens

Lat 38 00
Long 6° 0

Tuesday Nov 17th

First part of these 24 hours commences with [illegible] [illegible] latter part [illegible] [illegible] employed in [illegible] [illegible] Ens

Lat 38.18
Long. 66.08

Wednesday Nov 18th

First part of these 24 hours commences with [illegible] [illegible] at 1 PM a Ship passed heading [illegible] latter part light breezes [illegible] the N.E. [illegible]

Long 66.55

Thursday Nov 18th

First part of these 24 hours commences [illegible] winds from the Southward at 1 PM tacked Ship heading to the South [illegible] middle part [illegible] steering S.E. latter part [illegible] [illegible] steering E.S.E. Saw a Ship cruising under Short Sail [illegible]

Lat 38.15
Lon 77.11

Remarks on a Whaling Voyage

Friday November 20th

[illegible] from the Westward [illegible]

Long 75 [illegible]

Saturday Nov 21st

First part of these 24 hours commences with light breeze from the Westward steering [illegible] topsails and hoisted to the [illegible]

Sunday Nov 22d

First part of these 24 hours commences with [illegible] steering [illegible] first sail at 2 P.M. made the Island of Amsterdam at 4 P.M. We went under the Lee of the Island but it blowing strong could not go in with the boats so took all sail and hove to heading to the [illegible] ward [illegible] at 5 P.M. Spoke the Ship Minerva Empty Bolles 25 months out 1800 bbls. 300 Sperm oil and lost latter part strong gale from the Westward [illegible]

Monday Nov 23d

First part of these 24 hours commences with strong gale from the N.W raining & foggy weather heading to the Westward at 3 P.M. tacked Ship heading [illegible] Middle part the same latter part strong gale & foggy weather & rain heading [illegible] winds

On board of Ship Junior 1857

Tuesday November 24 th

First part of these 24 hours commences with strong breeze from the N.W. laying to under Close Sail thick fogg and raining heavily at 4 P.M. joined with the Ship Minerva Stinger at 6 P.M. capt come on board and made all Sail beating up to the N.W. Middle part light Winds beating up to the N.W. latter part light breeze from the N.W. & clear Weather at 6 A.M. saw the Island of Amsterdam bearing N.W. by N dis 25 miles

Wednesday Nov. 25 th.

First part of these 24 hours commences with light N.W. breeze & calms at Sunset the Island of Amsterdam bearing W.N.W. & is 10 miles middle part calm and light breezes working up to the land latter part at 6 A.M. 3 boats went in fishing it come in thick fogg at times & strong Winds from the North at 12. 2 boats come on board so Esc

Thursday Nov. 26 th.

First part of these 24 hours commences with strong Winds from the North Weather foggy [illegible] 3 boats in Shore fishing at 3 P.M. [illegible] reefed topsails at 5 P.M. the boats come on board employed in clean fish Middle part calm & thick fogg laying off & on the Island of Amsterdam latter part thick fogg at 6 A.M. breeze up from the N.E. heading in for the Island at 8 A.M. 3 boats went in Weather foggy and heavy rains at 9 A.M. doble reefed topsails employed in Salting fish and packing in ship We fished on the S.E. Side of the Island plenty of fish but bad Weather blowing or rain or fogg or a dead calm

Remarks of a Whaling Voyage

Friday Nov. 27th

First part of these 24 hours commences with Strong Winds foggy and raining Weather 3 boats in Shore fishing at 4 come of to the Ship hoisted up and cleared of S.E. by E. Wind from N. at 6 Middle part Strong Winds with rain at 2 A.M. the Wind hauled to the S.W. latter part Strong S.W. Wind Steering S.E by E. at 6 A.M. cleared up fine Weather at 10 A.M. Set hole man topsail employed in Salting fish

Lat 38. 14. S
Long 80. 55. E

Saturday Nov. 28th

First part of these 24 hours commences with Strong S.W. Winds Steering S.E. fast E. at 3 P.M. made all Sail Middle part Strong winds from the South heading to the Eastward latter part light breeze from the S.E. at 11 A.M. tacked Ship heading to the South employed in mending the mizen topsail fine Weather Sq. Ens.

Lat 37. 28. S
Long 83. 22. E

Sunday Nov. 29th

First part of these 24 hours commences with light breeze from the South East heading S.S.W. at 6 P.M. the Wind hauled Easter Middle part light breeze from the Eastward heading S.E. at 3 A.M. the Wind hauled fair latter part light Winds from the N.E. Steering S.E at 6 A.M. Set Studding Sail

Lat 38 48 S

Monday Nov 30th

First part of these 24 hours commence with light N.E Wind Steering S.E. al Sail set pipe Weather. Middle part Strong North Winds and foggy Weather latter part Strong breeze from the N. Steering S.E. bad raining Weather with fogg

No ob

On board of Ship Junior 1857

Tuesday. December 1st

First part of these 24 hours commences with strong winds from the South Steering S.E. rough weather with rain Middle part light winds at 3 P.M. fresh wind hauled to the Westward Steering S.E. latter part light breeze from the Westward Steering S.E. by E. fine weather one Sail in Sight ahead in Hand Bound

Wednesday Dec 2nd

First part of these 24 hours commences with light breeze from the S.W. heading E.S.E. Middle part calm at 5 P.M. a light breeze sprung up from the South Steering S.E. by E. latter part light breeze from the Westward S.E. by E. one Ship in Sight from the mast head employed about the Ship 50 tons

Lat 41.34 S
Long 86.30 E

First Thursday Dec 3rd

of these 24 hours commences with fresh breeze from the S. Steering E.S.E. 1 Sail ahead in sight from mast head Middle part strong winds and rainy weather from the N.W latter part strong westly winds with rain Steering E.S.E. by E.

Lat 42.10 S
Long 101.13 E.

Friday Dec 4th

First part of these 24 hours commences with strong westly winds Steering E.S.E. Middle part strong winds & cloudy weather latter part strong westly winds Steering E.S.E. at 8 A.M. saw finbacks Whales employed in breaking out water out of the fore hold all hands got to work

Lat 42.08 S
Long 105.12 E

Remarks of a Whaleing Voyage

Saturday December 5th

First part of these 24 hours commences with a Strong breeze from the Westward middle part Strong breeze and cloudy weather Stearing E.S.E latter part fresh breeze from the West Stearing E.S.E. at 10 A.M. Saw finebacks Whales going quick to windward fine weather

Lat 42.22 S
Long 108.00 E

Sunday Dec 6th

First part of these 24 hours commences with light breeze from the Westward Stearing E.S.E fine weather middle part light breezes from the Westward Stearing E.S.E latter part light winds and fine weather Stearing E.S.E at 10 A.M. Saw finbacks all Sail set for fine weather

Lat 42.28 S
Long 111.46 E

Monday Dec 7th

First part of these 24 hours commences with light breeze from the North Stearing E.S.E Middle part calm latter part light wind from the N. Stearing E.S.E at 9 A.M. lowered the S. Boat for journeys fine weather employed in working in the rigging breaking out bow waters

Lat 42.38 S
Long 114.42 E

Tuesday Dec 8th

First part of these 24 hours commences with light breeze from the N. Stearing E.S.E middle part the wind breezed up from the North Stearing E.S.E fine weather but cloudy latter part strong winds and misty weather at 8 A.M. A.M. took in royals and gallantsail, sail

Lat 45.30 S
Long 118.10 E

On board of Ship Junior 1857

Wednesday December 8th.

First part of these 24 hours commences with Strong Winds from the N.E. at 4 P.M. took in Studding Sails at 7 P.M. took fore & mizen gallant Sails following Strong Middle part at 2 A.M. took in the main gallant sails nothing from E.N.E. heading S.E. by E. latter part rainy with fog & heavy at 8 A.M. reefed the fore & mizen topsails heading S.E.

No obs.

Thursday Dec 10th.

First part of these 24 hours commences with Strong gale from the Eastward heading S.E. by E. at 6 P.M. took in the fore & mizen topsails Middle part rain with heavy winds from the S.E. latter part light winds with rain at 6 A.M. packed Ship heading to the N.E. light breeze from the E.

No obs

Friday Dec 10th.

First part of these 24 hours commences with light Winds & rainy Weather from the E. heading E. by S. middle part at 2 A.M. the Wind hauled S.W. blowing heavy took the light sails latter part blowing Strong at 6 A.M. close reefed topsails blowing a strong gale Go. Ens.

Lat 45.12 S
Long 125.22 E

Saturday Dec 11th.

First part of these 24 hours commences with Strong Winds from the S.W. Steering East at 2 P.M. turned out the reefs and set gallant sails middle part at 3 A.M. the Wind hauled round West latter part Strong gale from the Westward Steering East with all sails set

No obs

Remarks of a Whaleing Voyage

Sunday December 12 th.

First part of these 24, hours commences with Strong gales from the West Stearing E. at 1 P.M. took in Studingsails on account of carrying away fore topmast Studing sail boom Sheet & Yard in up Middle part moderate Stearing E. latter part light Winds from the W. Stearing E. So Ens

Lat 44. 55. S
Long 134. 21. E

Monday Dec 13 th.

First part of these 24 hours commences with Strong Winds from the N.W. & rainy weather Stearing East With all Sailset Middle part fogg & rain & Strong Winds Stearing E. latter part Strong Winds and rainy Weather from the N.W. Stearing E with all sailset

Lat 45. 10 S
Long 135. 37. E

Tuesday Dec 14 th.

First part of these 24 hours commences with Strong Westly Winds Stearing E at 2 P.M. the weather cleared up fine Middle part light breeze and clear Weather Stearing East latter part light breeze from the Westward Stearing E by N.W. cloudy weather

No obs

Wednesday Dec. 15 th

First part of these 24 hours commences with light Winds & fine weather Stearing E by N Middle part light breeze from the W latter part light breeze from the N.W. Stearing S.E. fine Weather employed on Ship duty

Lat 45. 10 S
Long 146. 57. E

On board of Ship Guerriere 1852

Thursday December 16th

First part fine with a light breeze from the N.W. Steering S.E. & E. at 8 P.M. Steering S.E. Middle part strong breeze from the N.E. & N.N.E. heading S.E. latter part hazy with strong Westerly wind at 6 A.M. under Studding sails & steering S.E. employed on ship duty

Lat 44 00 S
Long 150.37 E.

Friday Dec 17th

First fine with a strong wind from the N.W. Steering S.E. middle part light breeze latter part calm employed in getting up water

Lat 42.40 S

Saturday Dec. 18th

First part calm & cloudy weather, middle part at 8 P.M. breezed up from the N.E. heading on to westward at 11 P.M. tacked Ship heading East by the wind latter part strong breeze from the N.W. & Eastward at 11 A.M. took in the light sails

Lat 42.46 S
Long 155.26 E

Sunday Dec 19th

First part strong wind & foggy from the N.W. & Eastward heading East by the wind middle part light breeze from the westward latter part calm & raining

No. Obs.

Monday Dec 20th

First part light wind & raining at 2 P.M. clear up fine weather Steering N.E. & E. Middle part much the same latter part light breeze from the Westward with fine weather Steering N.E. & E. employed about Ship Duty

Lat 41 00 S
Long 158.27 E

Tuesday Dec 21st

First part fine weather with a light breeze from the westward Steering N.N.E. Middle & latter part much the same employed in fitting rigging & about the ship

Lat 38.33 S
Long 158.57 E

Remarks of a Whaling Voyage

Wednesday December 23 th.

First part fine with a light breeze from the S.W. Steering N.N.E. employed in coopering Stows Middle part calm latter part at 7 Am. a light breeze from the N. heading to the Eastward employed in coopering Bread & stows

Lat 38.58 S

Long by lun 161.24 E. & Long 161.14 E.

Thursday Dec 24 th.

First part light breeze from the N.W. Steering N.E. by E. Middle has strong wind latter part strong breeze from the N.W. Steering N.E. by E at 10 Am doubled Topsails

Lat 38.00 S.
Long 165.[illegible]

Friday Dec 25 th.

First part strong winds from the S.W. Steering N.E. by E at Sundown shorten Sail to main topsail & fore sail middle part strong gale latter part heavy gale from the Southward laying to heading to the Eastward

Lat 37.58 S
Long 166.57 E

The testimony on the opposite page was written by Wm. Henderson of the Gang (who took the Ship) the Morning they started from the ship (Jan 4 1858)

On board of Ship Junior 1857

Saturday Dec: 26th 1857

Light winds nearly all day. Towards night made sail and stood on the wind. Lon 165.22.9. Lat 38.46

Sunday Dec: 27th

Fore part light winds. Middle part a strong wind heading to the westward. In the evening shortened sail to double reefed Topsails. Steering to Westward. During the night made 3 miles an hour

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Monday Dec: 28th

Fore part & middle part good fair winds. Up to 3 P.M made about 6 miles per hour. Steering W.N.W

Latitude 38°.38. Lon.
(B.T.N.P)

This is to testify that we. Lynus Plumer, John Hall Richard Cartha, Cornelius Burns, and William Herbert did on the night of the 25th of December last take the Ship Junior and that all others in the Ship are quite innocent of the deed.

The Captain and third mate were killed and the second mate was wounded and taken prisoner at the time. The mate was wounded with on the shoulder with the balls from a whaling gun and at the time we fired we set his bed on fire and he was obliged for fear of suffocation to take himself to the lower hole where he remain ~~ed~~ until Wednesday afternoon. We could not find him before that but we undertook a strict search and found him then. We promised his life and the ship if he would come out and surrender without any trouble and so he came out. Since he has been in the Ship he has been a good Officer and has kept his place. We agreed to leave him the greater part of the crew and we have put him under oath not to attempt to follow us; but to go straight away and not molest us. We shall watch around here for some time and if he attempts to follow us or stay around here we shall come around and sink the ship.

If we had not have found Mr. Nelson the ship would have been lost. We are taking two boats and ten men and every thing that we want. We did not put Mr Nelson in irons on account of his being wounded but we kept a strict guard over him all the time. We particularly wish to say that all others in the Ship but we five aforesaid men are quite innocent of any part in the affair.

Signed,

Witnesses Hugh Duff
Henry T. Lord
Herman Graf.

Lyrus Plumer
John Hall ×
Richard Cartha ×
Cornelius Burns ×
William Heibert

When I come up out of the lower hold (Dec 30. 1857) I found the Steward had cut his foot badly with one of the harpoons in the hands of Wm Heibert. Hugh Duff (the Steward) has been off duty ever since, on account of being wounded.

John Lewis one of the foremast hands, came to me on Dec 31 1857 and told me his was sick, his skin was all turning yellow and, the whites of his eyes were yellow. I was told it was Jaundice and was caused by fright

On the Evening of the ~~3 of Dec. 1857~~ 1st of January 1858 as Plumer was standing watch on me with pistol in hand. He confessed that he had taken two or three vessels before and that he came very near taking the Daniel Webster going home in 1856. & that he came out in this ship purpose to take her with Pistols & ammunition. He also said that he had no malice against any man in the ship only that he wanted to take the ship, & that he thought that could never be done until the captain & officers were killed

. N.E.P.

Latitude 37°-58' S.
Longitude 166°-57' E.

Friday December 25 1857

Shortened sail for the night, and everything appeared as usual until one O'clk Saturday morning, when the cabin was attacked by the five men aforesaid. Cyrus Plumer shot the Captain with a Whaling Gun containing 3 large balls. The balls went in at his left side passing under his ribs, and came out at his right side, entering the side of the ship. The Captain sprang from his bed, and exclaimed "Oh My God what is this." He was answered by Plummer. "God damn you it is me," who then seized the Captain by the hair of his head, (at the same time calling to his other men to "up with this hatchet,") and commenced cutting him with his hatchet, after he had struck him 3 or 4 times he let him fall on the floor and he (Plumer) went on deck. The Mate was also shot by a whaling gun in the hands of John Hall, alias William Payne, ~~He~~ was fired upon ~~at~~ the same time the Capt was. The charge from the gun went so close to ~~his~~ my left cheek as to take some of the skin off and lodged in ~~his~~ my left shoulder, it stunned ~~him~~ me so that ~~he~~ I knew nothing. But when ~~he~~ I came to ~~himself~~ myself. ~~He~~ I sprung from ~~his~~ my bed, exclaiming. "My God My God what is this." and called for some one to come to ~~him~~ me. ~~He~~ I said "Steward come here". The steward made haste to obey, but was met at the door by John Hall, with Cooper's Ax raised, (He had dropped his gun) and told him if he said a word he would ~~shot~~ kill him down. ~~The mate~~ I then sung out Boy, the boy turned out and came to me with a light. And I told him to put the fire out in my berth. Then I went into the second Mates room, and over the second mate dressing himself, I told him I was shot. He answered that he was shot too. The Third Mate was on the deck out of his berth dying. I left him and went to the captains state room, I was bare footed, not having taken time to dress my-self, When I entered the Captains state room I felt that I was bleeding inwardly. I sung out to the boy to bring a light here. When the boy brought the light I saw the Captain lying on deck dying. I raised up his head and he breathed his last. I then opened his chest and took his pistol (Revolver) and loaded 3 shots. I determined to shoot the ring leader. I then sent the boy to tell the second mate to come to me. But neither one returned. I then blowed the light out and stood there as long as I could without suffocation I then thought I'd leave and give them a chance to put the fire out. As I passed out through the Steerage I sung out Cooper

The cooper answered me here I am. Then I sung out for several
others, to see how many I'd have to help me. But when
I saw the ship on fire I thought was no use to ax
for help. I then sung out to the men to put the fire out, and
I would not hurt them, as I passed by I heard the sec-
-ond mate on deck asking for his life. I heard Plummer
say kill him (as I thought). When the men heard me sing out to
put the fire out. They said "Yes you would like to get us down
there". I told me to "come up you son of a Bitch or I'll shoot you
I felt faint. and being wounded I thought I'd take a Bring
Borer and go down in the lower hold and get some wa-
-ter also in hopes of shooting the Ring Leader. But I was two days
without geting water or anything to eat. By that time my
bister was out of order. My thoughts were all the time that
the second mate was dead. My only hopes now that I would
live to get into port. and if they undertook to sell the
ship I would come out and take her. But after I had
been in the hold five days they found me and told
me if I would come out that I should not be h-
-urt and that I might have the ship. So I passed my bis-
-ter up when I found to my surprise the Second Mate alive &
in irons. I was almost dead. But they took me aft and wa-
-shed and dressed my shoulder where I was shot. had mor-
-tified. but they had it dressed. They told me that all they
wanted me to do was to take them when they want-
-ed to go. and I might have the ship. So I did it to
save my life & the ship. The third Mate had the boarding knife
run through him several times. ~~and~~ by Cornelius Burns. and after he
had killed him. Richard Martha told him to get out of the way
And he (Martha) struck at the second mate with another boarding
knife. But it struck the Berth Board. He then struck at him ag-
-ain when the 2nd Mate caught the blade in his hand and bent
the point of it on the berth board. By that time I was out of
my berth. hollowing. Martha then fired a pocket pistol at
the 2nd Mate. and shot him in the breast. All I know befor-
-e I took to the hold was that the Captain & 3rd Mate were
dead. & that the 2nd Mate was shot and wounded. and I suppose
he was killed after he went on deck. The remainder of the
aforesaid testimony was told me after I was taken.

The Proceedings on Deck as I was told.

~~At one o'clk~~ Between one & two o'clk Saturday morning I (with the other foremast hands not engaged in the mutiny) was awakened from a sound sleep and was told by one of the gang the ship was taken. & that the Captain. 2nd & 3rd Mates were dead and that the first Mate had stowed himself away. We were then made come on deck and were made arm ourselves with Sabres, Harpoons, Spades, Axes & other things & were made stand at the Fore, main & Mizzen Hatchways, watching for the mate. Just after I came on deck and had got to the try-Works the Second Mate came on deck and was made prisoner by the Gang. Plumer then bound him and sent him to the "fore castle" & set a strict watch over him. All hands except 2 at each hatch were made come aft, and work at putting out the fire. After we had worked very hard for an hour or so, we got the fire so mutch subsided that we could venture below. A couple of men were then sent below into the cabin and bent a rope on the Captains ankle, and some of the men, on deck hauled him up. A heavy chain was then made fast to him and he was thrown overboard, on the larboard quarter. Two men were then sent below and bent a rope on to the third mate's leg and he was drawn on deck and the Grind Stone was then made fast to him and he was thrown overboard on the Larboard Quarter. After the fire was put out. Plumer ordered the ship to head W. N. W. Thinking we was steering for Cape Horn Australia. but instead of heading for Cape Horn, he was heading a strait course for Lord Howes Islands. After I was found I was told to steer for Cape Horn Australia, & accordingly changed my course to S. W. by S. We made the land on Sunday January 3rd 1858. The same Morning, (Saturday 26) the hands were made come on deck and throw the boat Cask, the Spades, Spare Irons, & in fact every-thing pertaining to whaling overboard. Then they broke out the slops in the ship, & all the stores, and appropriated them to their own use. And have cast of Rye & other things overboard. After that, they went below in the Cabin and broke out everything they could find. Liquors, Sugar & everything else they could ~~find~~ lay their hands on. All the stores used in fact everything in the ship require for a whaling voyage are used or destroyed. excepting Bread water, the clothing and the Articles on board to repair ship were distroyed.

My proceedings in the Hold from Dec 25 to Dec 30. 1851

After telling the men to put out the fire. (which was the last words I said) I started between decks to the lower Hold. As I passed the Main Hatch, Plumer raised the cover of the Hatch, and said come up here you son of a bitch, till I shoot you. Hall sung out come up and we wont hurt you, but only give you the length of this. At the time the men were called aft to work I heard them walking and supposed that they were all against me. I heard no one speak except Plumer, Cuttin & Hall. While the men were putting the fire out, I came aft and raised the corner of the after Hatch and went down into the lower hold. I crept aft to the mess; While I was at the mess they made the foremast hands go down between decks and break out the cask of Powder. They were afraid to go themselves, as I supposed. After I saw no hopes of shooting the Ring leader, I proceeded on to Mid ships of the ship on the starboard side. I supposed it was on the second day after, I was shot. I then raised my hands to God & asked him to protect my soul. I almost choked with thirst then I said "Oh God will thou be so kind as to give me a little water" As the ship rolled I heard a stick sliding on the cask about once a minute, & something told me there is water. I went there and found the Bung out & the cask nearly full of water. Then I said How will I get it out. I was in my drawers and had on a thick woolen shirt. Then I thought about taking a peice of my shirt collar and dipping in the water & suck it. I left the shirt collar at the cask when I went back to my place of stowing away. But when I went back I could not find it. I heard them shouting on deck and thought they were firing in the hold. I also thought I saw lights in search of me. I was frightened almost to death. As I crept further forward I lost my Bung Borer between the Main & F. Hatch. So I had nothing left but my Pistol, containing 9 [illegible] I found a cask of water and got a drink. I also found a cask of bread with the bung up. The bung being soft wood I rubbed a hole through it with the sight of my pistol, not dare to pound on it for fear of making them hear me. The [illegible] I lay. My feet had swelled on account of cold, so I tore a peice off my shirt tail & wrapped around my feet. I

ed to slip. I expected to be shot as soon as I came
so I thought I would stay there and die. I thought
I had been there 3 days. I thought I was getting along
well. I had torn another piece off my shirt collar by
which I could get water. I would get bread out of the
ring hole of the Bread cask. The collar I made fast in
my button hole for fear of losing it. The day they
found me. I asked them how long I had been
in the Hold, they told me five days. I thought it
had only been Three. While I was in the hold I
was as strong as a Lion but when I came on deck
could scarcely stand. While I was in the hold I could
hear a kind of suction in my shoulder. & I knew
then that I was badly hurt. It smelled very bad.
My shirt being bloody, cold & stiff I shifted it round
so put the soft side on the same shoulder the
same day I was found. When I got on deck I could
not stand. I looked so bad they had pity on me.
The foremast hands said that if there had been any-
other person with me they could not have told
who it was. I was so much altered. My hair stood
upright from fear of being shot. They took me aft
But Martha came up to me with a pistol cocked
and a hatchet raised, & struck me on the same shoul-
der with the Hatchet. & said I am going to shoot you
He then made motions with the Hatchet and said
I will cut your nose off, and kept striking near my
face. Plumer told him to keep still and not shot me.
But had hard work to hold him back. Plumer told me
I'd take them ashore where they wanted to go. I should not
be hurt, but might have the ship. & said you never mind
and me. & I shant shoot you. But my things were there so
soon as they made land they would kill me. My suffering
was indescribable. They took me forward to the forecastle and told me
that Mr Ford was all right. My heart was overjoyed, and said
I want let me see him. I was then sent aft and he
was kept forward in irons. They then made irons for me out
of iron hoop and made them so small that I could hardly
get them on. The irons were made of Heavy iron Hoop, & in the
shape of an ox bow, with an iron bolt running through and a
nut lock on the end instead of a key. I then asked them to put
them on my feet and not on my hands on account of my

shoulder. they then kept the irons off and let me free thinking I'd have a better chance to navigate the ship. Yours very Respectfully

Nelson Provost.
First Officer of the Ship
Junior of New Bedford

Monday Jan 4 1858

This morning between 9 & 10 A.M. the ten men aforesaid took two boats. loaded with stores & articles from out of the ship. & headed into the shore. at cape Howe. 20 miles off. from the ship. I then braced forward and made all sail. for New Zealand steering E.N.E. until after I got out of sight of the boats. then I changed my course to S. By W. for Hobart Town. V. Diemens land) at 11 AM.

Tuesday 5th 1858

First Part.} Strong northerly winds. steering S. by W. At 4 P.M. we spoke a brig. (Martha Ellen) of New Castle. and asked the Capt to come aboard. He did so and advised me to go to Sydney telling me I would not have northerly winds long. I gave him a written report of the whole transaction as far as I knew. He allowed my shoulder was almost mortal. & that I had better make all possible haste. for port. I then headed in to the land N.N.W. Middle Part} calm. Latter Part} light breze from the south. steering N by E. All sail set. Latitude 37° 05' S Lon 150° 09' E.

Wednesday 6th 1858.

1st Part. Light S.E. winds, steering N. By E. Middle Part Steering S.E winds steering N. by E. Latter Part. Light winds, men employed in bending the chain on the Anchors. All the iron & schackles were have on board by the Gang. & we bent the chain with cutting gear schackles No observation, Opposite Perpendicular Bluff bearing N.E. distance 20 miles from land at 12 M.

Thursday 7th 1858

First Part, winds from the North, Off Perpendicular point, Between 3 & 4 a steamer passed us steering North. Set the colors with the union down at half mast, We were answered by his setting his colors but he was not gentleman enough to come to my assistance. He must have seen us as we could see his colors with the naked eye.

Thursday 7 1858 Continued

I hope the U.S. will do the captains of that Steamer a favor
in the past. Light northerly winds flying off and on the land. At 7 A.M.
spoke a large merchantman. I did not know but he might
have a physician, and being wounded I inquired but she had none
Light Northerly winds. Latitude 35°.26'S. Longitude 151. E.

Friday 8 1858

First Part. Light Northerly winds. Did my best to get to the
Southward. Middle Part a light breeze spring from the S.E.
Made all sail. Steering N. by E. Latter Part. at 5 A.M. The
wind died away. at 7 A.M. a light breeze spring up from the
Northward. Latitude 34°20'S.

Saturday 9 1858

First Part. light northerly winds. Parted the Main T. Gallant yard
while Tacking ship. At 4 P.M. sent up a new one. Middle Part
Calm & Latter Part strong winds from the Northward
Latitude 34° 17. South

Sunday 10 1858

First part. Strong Northerly winds. Stirring clear & died away calm